W. R. SCOTT,
Vice-President and General Manager.

J. H. DYER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

SOUTHERN PACIFIC COMPANY

Sacramento, March 25, 1918.

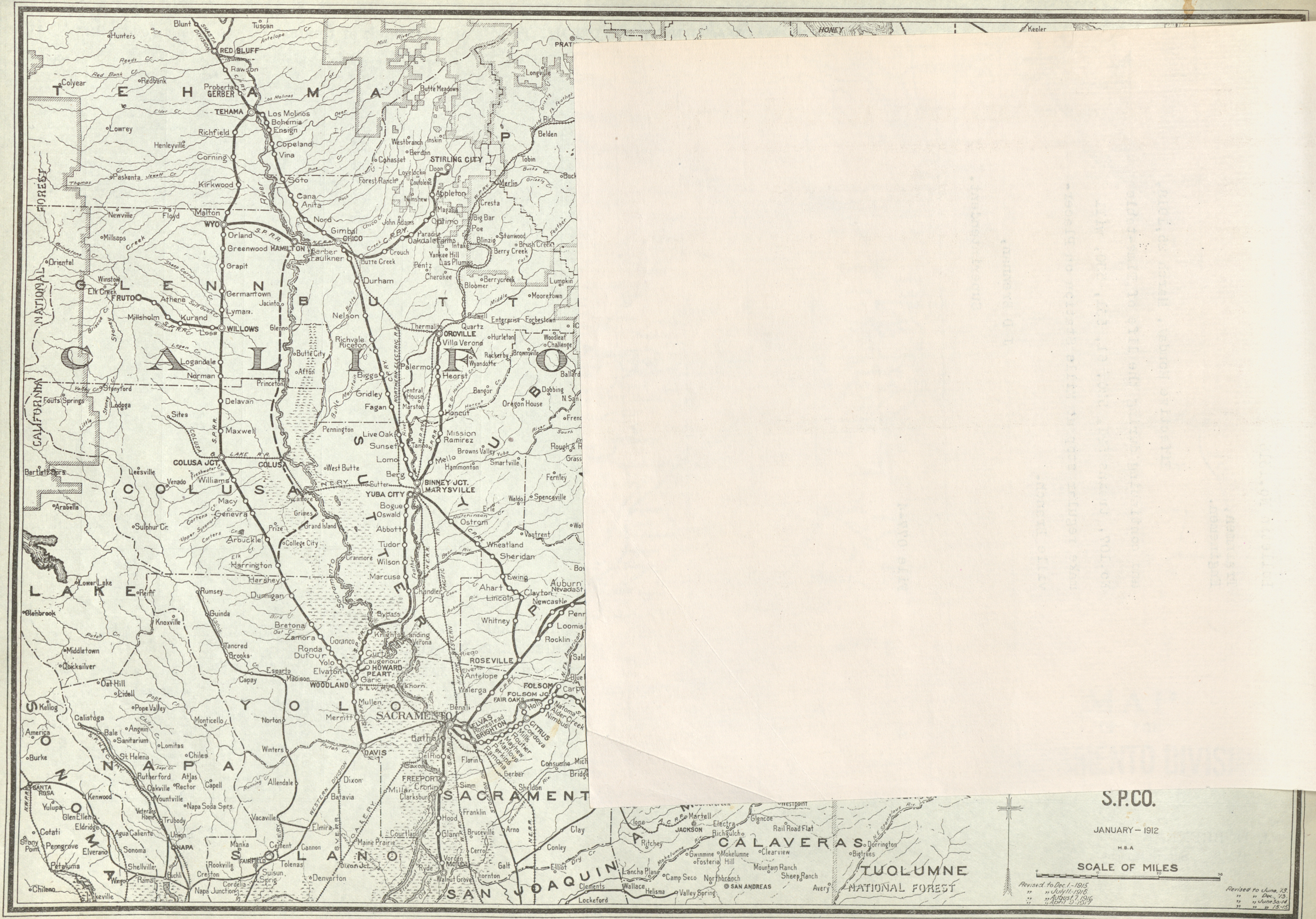
Bulletin No.1316

Trainmen,
Enginemen.

Effective Monday, March 25,1918, and continuing during the life of Time-table No.107, trains 521, 520, 61, 531, 530, will make regular stop at Mills Station on Placerville Branch.

J D Brennan,
Superintendent.

File 077-4

S.P.CO.
JANUARY – 1912
M.B.A
SCALE OF MILES
0
10
20
30
Revised. to Dec. 1.-1915.
" " July 11.-1916.
" " August 7. 1916
" " April 9.-1917
Revised to June, '13.
" " Dec., '13.
" " June 30.-14.
" " " 15.-15.
TEHAMA
GLENN
BUTTE
COLUSA
SUTTER
YUBA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENT
SAN JOAQUIN
CALAVERAS
TUOLUMNE
NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
CALIFO
RED BLUFF
TEHAMA
GERBER
CHICO
HAMILTON
WILLOWS
FRUTO
OROVILLE
COLUSA JCT.
YUBA CITY
BINNEY JCT.
MARYSVILLE
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
FOLSOM
NAPA
FAIRFIELD
STIRLING CITY
JACKSON
SAN ANDREAS

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

107

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, December 16, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

J. H. DYER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward.

FROM SAN FRANCISCO

Time Table No. 107

December 16, 1917

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS						FIRST CLASS												Distance from San Francisco	
	288 Stockton Freight	254 Ogden Manifest	256 Sunset Manifest	308 Way Freight	222 Portland Fast Freight	306 Way Freight	16 Oregon Express	6 Atlantic Express	48 El Dorado	2 Overland Limited	34 Colfax Passenger	10 San Francisco Limited	14 Portland Express	20 Pacific Limited	24 Tonopah Express	22 Dunsmuir Passenger	210 The Newsboy	50 Sacramento Red Bluff Passenger		
	Leave Daily	Leave Daily	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Term Yard WFTYOP					6.40AM		11.00PM	10.25PM	8.20PM	7.15PM	4.55PM	4.25PM	3.00PM	1.45PM	11.15AM	10.45AM	7.30AM	7.00AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY P	10.05AM	9.30AM	9.00AM		6.55		11.10	10.35	8.30	7.25	f 5.05	4.35	3.10	1.55	11.25	f 10.55	f 7.40	f 7.10	91.8	**ELVAS** 3.1
88 P							11.15	10.40	8.36	7.30	f 5.10	4.40	3.15	2.00	11.30	f 11.00	f 7.45	f 7.15	94.9	BENALI 4.5
10 Spur P											f					f	f	f	99.4	WALERGA 3.4
60 P	**11.10AM**				**7.25**		11.25	10.54	8.47	7.40	f 5.20	4.50	3.25	2.10	11.40	f **11.10**	f 7.55	f **7.25**	102.8	ANTELOPE 3.8
Term Yard TWFPYO	11.40AM	10.15AM 12.30PM	10.00AM		7.45AM	4.00AM	s 11.35PM	s 11.10	s 8.55PM	7.52	s 5.30	s 5.00	s 3.35PM	s 2.25	s 11.50AM	s 11.18AM	s 8.03	s 7.33AM	106.6	DN **ROSEVILLE** 4.0
Yard P						4.15		s 11.20		8.02	s 5.37	5.10		2.35	s 12.01PM		s 8 14		110.6	ROCKLIN 4.9
73						See Page 3.		f 11.32		8.12	See page 3.	5.24		2.46	See page 3		See page 3.		115.5	LINCOLN AV.,PENRYN 4.7
87 W P						7.20		s 11.47		8.21	s 6.05	s 5.41		2.57	s 12.30		s 8.45		120.2	DN NEWCASTLE 4.0
86 W						7.50		s 11.59PM		8.30	s 6.20	s 5.52		3.08	s 12.47		s 8.55		124.2	AUBURN. NEVADA ST. 4.9
76 P						8.20		12.14AM		8.39	f 6.30	6.04		3.19	f 1.01		f 9.06		129.1	BOWMAN 2.3
70						8.50		12.24		8.44	f 6.38	6.11		3.25	f 1.10		f 9.15		131.4	CLIPPER GAP 2.9
83 W						9.05		12.32		8.51	f 6.44	6.19		3.32	f 1.20		f 9.25		134.3	APPLEGATE 3.4
82						**9.35**		12.41		8.57	f 6.50	6.29		3.41	f 1.30		f **9.35**		137.7	N. E. MILLS 1.3
No Siding						9.50		12.46		9.01	f 6.55			3.46	1.37		f 9 40		139.0	LANDER 2.7
Yard OYPW		3.20		7.00AM		10.00AM		s 1.00		s 9.12	s 7.05PM	s 6.50		s 3.56	s 1.55		s 9.50AM		141.7	DNR **COLFAX** 4.3
50				7.20				1.18		9.24		7.05		4.08	f 2.15				146.0	CAPE HORN 2.5
No Siding															f				148.5	MAGRA 3.7
80 PWFY		**4.26**		8.15				s 1.40		9.41		7.25		**4.26**	f 2.40				152.2	DN GOLD RUN 1.9
6 Spur				8.40				f 1.48		9.46		7.38		4.32	f 2.50				154.1	DUTCH FLAT 1.9
4 Spur															f				156.0	ALTA 0.8
5 Spur PW				9.00				1.58		9.54		7.48		4.42	f 3.00				156.8	D TOWLE 1.8
5 Spur				9.15				2.07		10.00		7.56		4.50	f 3.07				158.6	GORGE 1.0
														4.55 s 5.00	3.10 s 3.15				159.6	AMERICAN 1.1
80 P				9.30				2.17		10.06		8.05		5.06	f 3.22				160.7	DN MIDAS 2.3
10 Spur W				9.50				2.27		10.12		8.14		5.15	f 3.30				163.0	FOREBAY 2.1
		6.05		10.00				2.35		10.17		8.20		5.20	3.35				165.1	B. C. JUNCTION 0.4
60 PTW		6.15PM		10.10AM				s 2.42AM		s 10.20PM		s 8.25PM		s 5.25PM	s 3.40PM				165.5 166.6	DN **BLUE CANON**
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)
	(2 00)	(8.45)	(1.00)	(3.10)	(1.05)	(6.00)	(0.35)	(4.17)	(0.35)	(3.05)	(2.10)	(4 00)	(0.35)	(3 40)	(4 25)	(0.33)	(2.20)	(0.33)		................Time over District
	7.40	11.51	14.80	7.64	16.43	7.81	30.51	18.16	30.51	25.23	24.73	19.78	30.51	21.71	17.61	32.36	22.97	32.36		................Average speed per hour

Automatic Block

Staff Sys.

No. 2 Track

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 210, 24, 34 and 306; other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, will have to back in through crossover near east end of siding.

ADDITIONAL STOPS ON SIGNAL

No. 210, Haggin.

Nos. 6, 10 and 20 stations west of Colfax to receive passengers for Ogden and points east.

No. 2 stations west of Colfax to receive passengers for Cheyenne and points east.

No. 24 stations between Sacramento and Roseville to discharge passengers from points west of Sacramento.

No. 14 Benali, Walerga and Antelope to receive passengers for points north of Roseville.

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

						Time Table No. 107 December 16, 1917				FIRST CLASS											THIRD CLASS					
306	34	24	210						Distance from Blue Canon	23	13	19	1	47	33	9	21	5	49	209	257	253	305	307	221	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
Way Freight	Colfax Passenger	Tonopah Express	The Newsboy							Tonopah Express	San Francisco Express	Pacific Limited	Overland Limited	El Dorado	Sacramento Passenger	Fast Mail	The Statesman	San Francisco Limited	Sacramento Passenger	Mountain Express	Sunset Manifest	Ogden Manifest	Way Freight	Way Freight	Portland Fast Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday, and Saturday	Arrive Daily	
				Automatic Block	DNR	SACRAMENTO	3.0	No 1 Track	77.1	s 4.10AM	s 4.30AM	s 5.50AM	s 6.40AM	s 8.05AM	s 9.15AM	s 11.00AM	s 3.00PM	s 3.40PM	s 6.00PM	s 6.10PM					7.00PM	Term. Yard WFTYOP
						ELVAS	3.1		74.1	4.00	4.20	5.40	6.30	7.55	f 9.05	10.50	f 2.50	3.30	5.50	f 6.00	1.00AM	8.35AM			6.45	PIY Yard
						BENALI	4.5		71.0	3.53	4.11	5.34	6.22	7.50	f 8.57	10.45	f 2.41	3.24	5.43	f 5.53						P 89
						WALERGA	3.4		66.5						f		f			f						No Siding P
						ANTELOPE	3.8		63.1	3.40	4.01	5.23	6.13	7.40	s 8.47	10.37	f 2.30	3.13	5.33	f 5.43						P 60
					DN	ROSEVILLE	4.0		59.3	s 3.32	3.53AM	5.15	6.05	s 7.32AM	s 8.38	s 10.30	s 2.23PM	s 3.05	5.25PM	s 5.35	12.10AM	8.00 5.55	4.00PM		6.10PM	Term. Yard TWFPYO
4.15AM	s 5.37PM	s 12.01PM	s 8.14AM			ROCKLIN	3.3		55.3	f 3.15		5.01	5.52		s 8.30	10.15		2.50		s 5.23			3.40			P Yard
4.50 5.50	s 5.46	s 12.15	s 8 23		D	LOOMIS	2.7		52.0	f 3.05		4.54	5.45		s 8.23	10.08		2.43		s 5.13			2.43			P 60
6.05 6.30	s 5.55	s 12.22	s 8.31		D	PENRYN	3.0		49.3	f 2.57		4.49	5.38		s 8.15	10.02		2.36		s 5.05			1.58			P 55
6.50AM	s 6.05PM	s 12.30PM	s 8.45AM		DN	NEWCASTLE	1.9		46.3	s 2.47		4.42	5.31		s 8.07	9.55		2.28		s 4.50			1.30PM			WP 73
						ZETA	2.1		44.4	f 2.37		4.37	5.25		f 7.58	9.48		2.20		f 4.36						Spur 57
						FLINT	0.9		42.3																	73
					D	AUBURN	3.9		41.4	s 2.28		4.30	5.18		s 7.52	9.41		s 2.14		s 4.30		4.30	11.40AM			WP 56
						BOWMAN	2.5		37.5	f 2.16		4.23	5.11		f 7.40	9.34		2.05		f 4.20						P 73
						CLIPPER GAP	3.0		35.0	f 2.06		4.16	5.03		f 7.34	9.27		1.55		f 4.14						70
						APPLEGATE	3.2		32.0	f 1.57		4.10	4.57		f 7.28	9.21		1.48		f 4.08						Spur 55
						N. E. MILLS	2.0		28.8	f 1.47		4.03	4.50		f 7.22	9.15		1.40		f 4.02						Spur 55
						LANDER	3.0		26.8	f 1.40		3.58	4.45		f 7.17	9.11		1.35		f 3.57						Spur 64
					DNR	COLFAX	4.3		23.8	s 1.30		s 3.50	s 4.38		7.10AM	s 9.05		s 1.29		3.50PM		2.45	9.10AM	4.30PM		OYWP Yard
						CAPE HORN	2.5		19.5	f 1.15		3.30	4.23			8.43		f 1.14						3.45		50
						MAGRA	3.7		17.0	f								f								Spur 5
					DN	GOLD RUN	1.9		13.3	f 12.57		3.14	4.08			8.28		f 1.00						3.10		WFYP 80
						DUTCH FLAT	1.9		11.4	f 12.50		3.08	4.03			8.23		f 12.54						2.50		Spur 6
						ALTA	0.8		9.5	f								f								Spur 4
					D	TOWLE	1.8		8.7	f 12.43		3.02	3.57			8.17		f 12.44						2.30		WP Spur 5
						GORGE	1.0		6.9	f 12.39		2.58	3.52			8.12		f 12.38						2.15		Spur 5
						AMERICAN	1.1		5.9									12.35 s 12.30								
					DN	MIDAS	2.3		4.8	f 12.34		2.53	3.47			8.07		f 12.25				12.34		2.00		P 80
						FOREBAY	2 1		2.5	f 12.28		2.45	3.41			8.01		f 12.17						1.45		W Spur 10
				Staff Sys.		B. C. JUNCTION	0.4		0.4	12.22		2.37	3.37			7.57		12.12				12.08		1.33		
					DN	BLUE CANON			0.0	12.20AM		2.35AM	3.35AM			7.55AM		12.10PM				12.05AM		1.30PM		PTW 60
Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily			(77.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday, and Saturday	Leave Daily	
						Time over District				(3.50)	(0.37)	(3.15)	(3.05)	(0.33)	(2.05)	(3.05)	(0 37)	(3.30)	(0.35)	(2.20)	(0.50)	(8 30)	(6.50)	(3.00)	(0.50)	
						Average speed per hour				20.29	28.86	23.94	25.23	32.30	25.73	25.23	28.86	22.23	30.51	22.90	17.76	11.65	5.22	8.07	21.36	

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Nos. 210, 24, 34 and 306 will use No. 4 Track Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

- Nos. 13 and 49, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.
- No. 23, stations between Roseville and Sacramento to discharge passengers from points east of Colfax.
- No. 209, Haggin.
- Nos. 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.
- No. 1, stations west of Colfax to discharge passengers from Cheyenne and points east.
- No. 5 Newcastle, Penryn and Loomis to receive passengers for Roseville and north, and Sacramento and west.

Eastward.

FROM SAN FRANCISCO

Time Table No. 107

December 16, 1917

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			FIRST CLASS					Distance from San Francisco			STATIONS	
	254 Ogden Manifest	308 Way Freight	310 Way Freight	2 Overland Limited	10 San Francisco Limited	20 Pacific Limited	24 Tonopah Express	6 Atlantic Express					
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
60 PTW	6.25PM	10.50AM		10.25PM	8.30PM	5.30PM	3.45PM	2.55AM	166.6	Staff System	DN	**BLUE CANON** 3.1	
73		11.10		10.37	8.43	5.42	f 3.59	3.08	169.7			FULDA 2.1	
68 PT		11.30		10.43	8.49	5.50	f 4.07	**3.18**	171.8		D	EMIGRANT GAP 1.5	
51		11.47AM		10.48	8.55	5.57	f 4.15	f 3.26	173.3		DN	**SMART** 2.8	
69		12.15PM		**10.54**	9.03	6.06	f 4.26	3.37	176.1			YUBA PASS 2.2	
51 W		12.35		10.59	9.10	6.12	f 4.35	3.49	178.3			CRYSTAL LAKE 2.0	
49 PW		1.05		11.06	9.17	6.18	s 4.44	f 4.01	180.3		DN	CISCO 3.5	
53		1.30		**11.16**	9.27	6.27	f 4.58	4.15	183.8			TAMARACK 2.0	
50 W		1.50		11.22	9.34	6.34	f 5.07	4.25	185.8		DN	TROY 2.1	
59		2.10		11.28	**9.41**	6.40	f 5.16	4.35	187.9			SPRUCE 2.8	
47		2.30		11.35	9.49	6.47	f 5.29	4.46	190.7			SODA SPRINGS 2.3	
128 PTW	**9.15**	3.05		11.41	9.57	6.54	s 5.40	s 5.00	193.0		DN	SUMMIT 3.2	
54		3.20		11.48	10.10	7.01	f 5.50	5.10	196.2			LAKE VIEW 2.0	
60		3.35		11.54PM	**10.15**	7.07	f 5.58	5.20	198.2			EDER 2.4	
57 T	**9.50** **10.35**	3.50		12.01AM	**10.22**	7.14	f 6.05	5.30	200.6		DN	ANDOVER 3.0	
20 (Spur)									203.6			* ARCTIC 0.5	
72		4.10		12.10	10.31	7.22	f 6.15	f 5.40	204.1			CHAMPION 2.2	
60 (Spur)									206.3			* DONNER 1.7	
Term. Yard PWTYOF	11.40PM	4.30PM	10.40AM	s **12.25**	s 10.45	s **7.35**	¶ 6.30 6.50	s **6.05**	208.0		DNR	**TRUCKEE** 3.1	
48 (Spur)							f		211.1	Automatic Block		* POLARIS 3.9	No. 2 Track
53 (Spur)							f		215.0			*PROSSER CREEK 1.3	
20 W	**12.40AM**		11.30AM	**12.40**	11.03	7.50	s 7.10	s 6.25	216.3		D	BOCA 1.8	
80									218.1			HINTON 0.9	
8 (Spur)									219.0			*BURCKHALTER 1.9	
31 (Spur)							f		220.9			*ICELAND 0.6	
34 (Spur)									221.5			*WICKES 0.9	
75 W			12.10PM	12.53	11.18	8.03	s 7.30	s 6.40	222.4		D	FLORISTON 3.1	
20 (Spur) W				1.01	11.28	8.10	f 7.40	6.49	225.5		N	MYSTIC 3.0	
No Siding W				1.08	11.38	8.17	f 7.50	6.57	228.5			CALVADA 3.9	
100			1.30	1.15	11.50PM	8.25	s 8.00	s 7.07	232.4		D	**VERDI** 2.3	
(Spur)									234.7			WARE 1.1	
15 (Spur)							f	f	235.8			MOGUL 1.4	
6 (Spur) W				1.25	12.03AM	8.34	f 8.15	f 7.18	237.2			LAWTON 5.7	
Yard OP	3.10		2.20	s 1.40	s 12.30	s 9.00	s 8.40	s 7.50	242.9			**RENO** 2.6	
Yard				1.47	12.35	9.10	s 8.50	s 8.00	245.5			SPARKS (Passenger Station) 0.7	
Term. Yard FWTOP	3.30AM		2.40PM	s 1.55AM	s 12.45AM	s 9.15PM	s 9.00PM	s 8.10AM	246.2		DNR	**SPARKS** (Dsprs Office)	
	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(79.6)	
	(9.05) 8.76	(5.40) 7.34	(4.00) 9.70	(3.30) 22.74	(4.15) 18.73	(3.45) 21.22	(5.15) 15.19	(5.15) 15.16	..........Time over district ....Average speed per hour				

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Spur at Ware on No. 2 track only.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross-over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use No. 1 track, Eastward trains No. 2 track. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL	
	No. 24 Union Mills, Farad. Fleish.
	No. 6 Union Mills, Farad, Fleish.
	No. 24 Summit Hotel.

Time Table No. 107

December 16, 1917

	STATIONS	Distance from Sparks	FIRST CLASS						THIRD CLASS		
			1	**9**	**5**	**17**	**23**	**19**	**309**	**307**	**253**
			Overland Limited	Fast Mail	San Francisco Limited	Nevadan	Tonopah Express	Pacific Limited	Way Freight	Way Freight	Ogden Manifest
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday and Saturday	Arrive Daily
DN	**BLUE CANON** 3.1	79.6	s 3.30AM	s 7.50AM	s 12.05PM		s 12.15AM	s 2.30AM		12.35PM	11.55PM
	FULDA 2.1	76.5	3.23	7.43	11.57AM		f 12.02AM	2.20		12.20	
D	EMIGRANT GAP 1.5	74.4	3.18	7.38	f 11.51		s 11.50PM	2.14		12.05PM	
DN	**SMART** 2.8	72.9	3.15	7.34	f 11.47		f 11.43	2.11		11.47AM	
	YUBA PASS 2.2	70.1	3.08	7.27	11.40		f 11.37	2.04		11.00	10.54
	CRYSTAL LAKE 2.0	67.9	3.03	7.22	11.35		f 11.31	1.58		10.40	
DN	CISCO 3.5	65.9	2.56	7.15	f 11.29		s 11.26	1.51		10.25	
	TAMARACK 2.0	62.4	2.46	7.05	11.18		f 11.16	1.41		10.05	
DN	TROY 2.1	60.4	2.40	7.00	11.12		f 11.00	1.35		9.45	
	SPRUCE 2.8	58.3	2.35	6.55	11.06		f 10.55	1.29		9.30	9.41
	SODA SPRINGS 2.3	55.5	2.29	6.49	10.57		f 10.43	1.22		9.15	
DN	SUMMIT 3.2	53.2	2.23	6.43	f 10.49		s 10.34	1.15		9.00	9.15
	LAKE VIEW 2.0	50.0	2.11	6.35	10.35		f 10.24	1.05		8.10	
	EDER 2.4	48.0	2.05	6.30	10.28		f 10.15	12.58		7.55	
DN	ANDOVER 3.0	45.6	2.00	6.23	10.20		f 10.03	12.51		7.40	
	*ARCTIC 0.5	42.6									
	CHAMPION 2.2	42.1	1.52	6.15	10.08		f 9.51	12.41		7.20	8.05
	* DONNER 1.7	39.0									
DNR	**TRUCKEE** 3.1	38.2 38.0	s 1.40	s **6.05**	s 9.55		s 9.35	s **12.25AM**	10.20AM	7.00AM	**7.35**
	* POLARIS 3.9	34.9					f				
	*PROSSER CREEK 1.3	31.0					f				
D	BOCA 1.8	29.7	1.18	5.43	s **9.23**		s 8.58	11.57PM	9.23		6.20
	HINTON 0.9	27.9									
	*BURCKHALTER 1.9	27.0									
	*ICELAND 0.6	25.1					f				
	* WICKES 0.9	24.5									
D	FLORISTON 3.0	23.6	1.05	5.30	s 9.08		s 8.43	11.42	8.00		
N	MYSTIC 3.0	20.6	1.00	5.23	8.58		f 8.36	11.35			
	CALVADA 3.9	17.6	12.55	5.17	8.51		8.29	11.28			
D	**VERDI** 2.2	13.7	12.48	5.10	s 8.42		s 8.22	11.20	7.10		4.45
	WARE 1.1	11.5									
	MOGUL 1.4	10.4					f				
	LAWTON 5.7	9.0	12.38	5.00	8.23		f 8.12	11.07			
	RENO 2.6	3.3	s 12.28	s 4.52	s 8.10	7.05PM	s 8.00 7.40	s 10.55	6.20		3.50
	SPARKS (Passenger Station) 0.7	0.7	12.18	4.43	s 7.58	6.57	s 7.25	10.43			
DNR	**SPARKS** (DsprsOffice)	0.0	12.15AM	4.40AM	7.55AM	6.55PM	7.20PM	10.40PM	6.00AM		3.30PM
	(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday and Saturday	Leave Daily
	Time over District		(3.15)	(3.10)	(4.10)	(0.10)	(4.55)	(3.50)	(4.20)	(5.35)	(8.25)
	Average speed per hour		24.49	25.13	19.10	19.80	18.09	20.76	8.77	7.45	9.45

Staff System

Automatic Block

No. 1 Track

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Spur at Ware on No. 2 track only.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains will keep to the left. Westward trains use No. 1 Track, and Eastward trains No. 2 Track. Signals used by trackmen on this double track will be placed on the left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL:
No. 23 Union Mills, Farad, Fleish and Summit Hotel.

Eastward. FROM SAN FRANCISCO

Time Table No. 107

December 16, 1917

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				SECOND CLASS	FIRST CLASS									Distance from San Francisco		STATIONS
	222	228	230	224	546	12	44	16	48	14	22	30	50	54			
	Portland **Fast Freight**	**Way Freight**	Way Freight	**Way Freight**	Gerber **MOTOR**	Shasta Limited	Gerber Passenger	Oregon Express	El Dorado	Portland Express	Dunsmuir Passenger	Gerber Passenger	Sacramento Gerber Passenger	Oregonian			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
								11.00PM	8.20PM	3.00PM	10.45AM		7.00AM		88.8		**SACRAMENTO**
Term Yard FOPTWY	12.15PM		8.30PM					11.35PM	8.55PM	3.40PM	11.20AM		7.35AM		106.6	DN	**ROSEVILLE** 6.2
49	12.35		8.50					11.47	9.04	f 3.54	f 11.30		f 7.46		112.8		WHITNEY 4.2
134 W	12.45		9.11					s 11.55PM	s 9.11	s 4.03	s 11.38		s 7.53		117.0	DN	LINCOLN 1.3
34 Spur													f		118.3		CLAYTON 2.7
88	12.55		9.30					12.03AM	9.17	f 4.11	f 11.44		f 8.00		121.0		EWING 3.8
82	1.10		9.45					12.11	f 9.22	f 4.19	s 11.51		f 8.06		124.8		SHERIDAN 3.3
138 W	1.38		10.15					s 12.18	s 9.26	s 4.27	s 11.58AM		s 8.12		128.1	D	WHEATLAND 6.1
53	1.58		10.45					12.30	9.36	f 4.40	f 12.08PM		f 8.23		134.2		OSTROM 6.6
Yard WOP	2.20	9.30AM	11.15PM					s 12.58	s 9.50	s 5.00	s 12.25		s 8.40		140.8	DNR	**MARYSVILLE** 1.0
Yard PIYF	2.25	9.35						1.03	9.53	5.04	12.28		8.43		141.8		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	2.37	9.46						1.09	9.58	f 5.10	f 12.35		f 8.49		144.7		BERG 3.0
43	2.49	10.00						1.15	10.03	f 5.17	f 12.42		f 8.55		147.7		LOMO 2.1
8 Spur									f	f	f		f		149.8		SUNSET 1.7
54 IP	3 00	10.20						f 1.23	f 10.08	s 5.26	s 12.50		s 9.03		151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur													f		155.9		FAGAN 2.1
120	3.20	11.00						s 1.36	s 10.18	s 5.39	s 1.07		s 9.16		158.0	DN	GRIDLEY 3.4
49 W	3.35	11.25						s 1.45	s 10.24	s 5.47	s 1.14		s 9.23		161.4	D	BIGGS 2.7
5 Spur													f		164.1		RICETON 3.3
49	4.12	11.45AM						f 2.00	f 10.36	s 6.02	s 1.24		s 9.35		167.4		RICHVALE 4.1
110	4.30	12.10PM						2.12	f 10.44	s 6.10	s 1.32		f 9.43		171.5		NELSON 6.6
49	4.55	12.45						s 2.30	f 10.56	s 6.22	s 1.45		s 9.57		178.1	D	DURHAM 3.8
9 Spur										f	f		f		181.9		FAULKNER 2.3
Yard OYWF	5.25	1.30						s 2.50	s 11.05PM	s 6.37	s 2.05		s 10.15		184.2	DN	N. E. Ry. Crossing **CHICO** 4.9
7 Spur	5.50							3.05		6.50	2.15		f 10.26		189.1		GIMBAL 2.2
29	6.08	2.00						3.10		f 6.56	s 2.20		f 10.32		191.3		NORD 2.3
112	6.25	2.15 2.35						3.15		f 7.01	f 2.25		f 10.38		193.6		ANITA 2.4
20	6.40	2.50						3.20		f 7.06	f 2.30		f 10.44		196.0		CANA 2.6
8 Spur	6.55							3.26		f 7.12	f 2.35		f 10.49		198.6		SOTO 4.4
49 W	7.20	3.30						s 3.37		s 7.20	s 2.42		s 11.01		203.0	D	VINA 1.6
15	7.50	3.40						3.43		7.27	2.46		f 11.06		204.6		COPELAND 2.5
12 Spur										f	f		f		207.1		ENSIGN 0.9
8 Spur										f	f		f		208.0		BOHEMIA 1.7
48	8.20	4.15						s 3.51		s 7.40	s 2.55		s 11.16		209.7	D	LOS MOLINOS 2.0
120 PWY	8.35	5.00		3.35AM	9.25AM	11.40PM	11.25PM	s 3.58		s 7.50	s 3.00	2.45PM	s 11.22	5.45AM	211.7	Auto. Block DR	TEHAMA 2.1
Term Yard FOPWY	8.50PM	5.30PM		3.45AM	s 9.30AM	s 11.45PM	s 11.30PM	s 4.10AM		s 8.00PM	s 3.10PM	s 2.50PM	s 11.30AM	5.50AM	213.8	DNR	**GERBER**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.2)
Marysville Yard—See trains on page 10	(8.35) 12.48	(8.00) 9.41	(2.45) 12.44	(0.10) 12.60	(0.05) 25.20	(0.05) 25.20	(0.05) 25.20	(4.35) 23.45	(2 10) 35.81	(4.20) 20.47	(3.50) 27.96	(0.05) 25.20	(3 55) 27.32	(0.05) 25.20			........................Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL.
No. 16 at any station to receive passengers for Portland and points beyond.
No 50 Macrae, Brock, Hess, Sativa. Vecino and Second Street, Tehama.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 107

December 16, 1917

			FIRST CLASS									SECOND CLASS			THIRD CLASS				FOURTH CLASS		
	STATIONS	Distance from Gerber	53 Oregonian	29 Davis Sacramento Passenger	47 El Dorado	21 The Statesman	15 California Express	11 Shasta Limited	49 Sacramento Passenger	43 Sacramento San Fran'co Passenger	13 San Francisco Express	545 Orland MOTOR			221 Portland Fast Freight				227 Way Freight	223 Way Freight	229 Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO	125.0			8.05AM	3.00PM			6.00PM		4.30AM										
DN	**ROSEVILLE** 6.2	107.2			s 7.32AM	s 2.23PM			s 5.25PM		s 3.53AM				3.35PM						7.30PM
	WHITNEY 4.2	101.0			f 7.23	f 2.10			f 5.14		3.38				3.15						7.10
DN	LINCOLN 1.3	96.8			s 7.17	s 2.01			s 5.08		3.27				2.59						6.45
	CLAYTON 2.7	95.5							f												
	EWING 3.8	92.8			7.10	f 1.52			f 5.02		3.15				2.41						6.00
	SHERIDAN 3.3	89.0			f 7.05	s 1.44			f 4.56		3.05				2.30						5.40
D	WHEATLAND 6.1	85.7			s 7.00	s 1.38			s 4.51		2.55				2.18						5.25
	OSTROM 6.6	79.6			f 6.50	f 1.27			f 4.40		2.40				1.58						4.40 4.20
DNR	**MARYSVILLE** 1.0	73.0			s 6.40	s 1.15			s 4.25		s 2.25				1.25				1.45PM		4.00PM
	BINNEY JUNCTION W. P. Ry. Crossing 2.9	72.0			6.35	1.08			4.15		2.16				1.18				1.40		
	BERG 3.0	69.1			f 6.31	f 1.04			f 4.09		2.08				1.04				1.25		
	LOMO 2.1	66.1			f 6.26	f 12.58			f 4.03		2.00				12.42				1.10		
	SUNSET 1.7	64.0			f	f			f												
D	LIVE OAK N. E. Ry. Crossing 4.4	62.3			s 6.20	s 12.50			s 3.55		f 1.49				12.05PM				12.50PM		
	FAGAN 2.1	57.9							f												
DN	GRIDLEY 3.4	55.8			s 6.11	s 12.39			s 3.42		s 1.36				11.45AM				11.55AM		
D	BIGGS 2.7	52.4			s 6.05	s 12.32			s 3.35		1.25				11.25				11.25		
	RICETON 3.3	49.7							f												
	RICHVALE 4.1	46.4			f 5.54	s 12.20			f 3.23		1.10				11.06				10.30		
	NELSON 6.6	42.3			f 5.45	s 12.10PM			f 3.15		1.02				10.40				9.43		
D	DURHAM 3.8	35.7			f 5.33	s 11.57AM			s 3.02		f 12.48				9.57				9.10		
	FAULKNER 2.3	31.9							f												
DN	N. E. Ry. Crossing **CHICO** 4.9	29.6			5.25AM	s 11.45			s 2.50		s 12.36				9.25				8.45		
	GIMBAL 2.2	24.7				11.34			f 2.42		12.24				9.05						
	NORD 2.3	22.5				s 11.29			f 2.39		12.20				8.57				8.15		
	ANITA 2.4	20.2				f 11.23			f 2.35		12.16				8.50				8.00		
	CANA 2.6	17.8				f 11.17			f 2.30		12.12AM				8.40				7.50		
	SOTO 4.4	15.2				f 11.10			f 2.24						8.30						
D	VINA 1.6	10.8				s 11.01			s 2.17		11.59PM				8.20				7.20		
	COPELAND 2.5	9.2				10.57			f 2.13		11.55				8.10				7.10		
	ENSIGN 0.9	6.7				f			f												
	BOHEMIA 1.7	5.8				f			f												
D	LOS MOLINOS 2.0	4.1				s 10.48			s 2.04		11.42				7.55				6.50		
Auto. Block DR	TEHAMA 2.1	2.1	3.55AM	s 4.30AM		s 10.43	s 11.00AM	12.50PM	s 1.58	s 3 40PM	s 11.35	s 11.45AM			7.45				6.40	6.45AM	
Auto. Block DNR	**GERBER**	0.0	3.50AM	4.25AM		10.35AM	10.55AM	12.45PM	1.50PM	3.35PM	11.30PM	11.40AM			7.30AM				6.30AM	6.35AM	
	(107.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District Average speed per hour		(0.05) 25.20	(0.05) 25.20	(2.07) 36.66	(3.48) 28.21	(0.05) 25.20	(0.05) 25.20	(3.35) 29.91	(0.05) 25.20	(4.23) 24.45	(0.05) 25.20			(8.05) 26.20				(7.15) 10.06	(0.10) 12.60	(3.30) 12.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Marysville Yard see page 10.

ADDITIONAL STOPS ON SIGNAL.
- No. 13 Any station To discharge passengers from Portland or points beyond.
- No. 49 Second Street, Tehama, Vecino, Sativa, Hess, Brock and Macrae.

Time at Tehama applies at Junction Switch.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS				FIRST CLASS				Distance from San Francisco		Time Table No. 107 December 16, 1917
	226 Way Freight	232 Knights Landing Way Freight	224 Way Freight	542 Oroville MOTOR	550 Hamilton MOTOR	546 Red Bluff MOTOR	536 Oroville MOTOR	12 Shasta Limited	44 Gerber Passenger	30 Gerber Passenger	54 Oregonian			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
WFTYOP	5.10AM	3.00AM		6.10PM			7.10AM	7.10PM Use Western Division	7.10PM Time Table	9.30AM Sacramento	to Davis.	88.3		SACRAMENTO 13.2
Terminal Yard WYP	6.00AM	3.40AM		6.45PM			7.40AM	8.55PM	7.55PM	10.15AM	2.20AM	75.6	DNR	DAVIS 5.1
49	6.15	3.50		f 6.55			f 7.50	9.02	f 8.05	f 10.24	2.29	80.7		MERRITT 2.5
20	6.25	3.55		f 7.00			f 7.55	9.06	f 8.09	f 10.28	2.33	83.2		MULLEN 1.7
68 TPW	6.30 7.10	4.00AM		s 7.05PM			s 8.00AM	9.08	s 8.15	s 10.35	2.40	84.9	DNR	WOODLAND Sacramento Woodland Ry. Crossing 4.3
30 Spur									f	f		89.2		ELVATON 0.7
30	7.25							9.16	s 8.25	s 10.45	2.48	89.9	D	YOLO 2.2
14 Spur									f	f		92.1		DUFOUR 1.6
6 Spur									f	f		93.7		RONDA 2.1
43	7.47							9.24	s 8.37	s 10.57	2.57	95.8	D	ZAMORA 2.2
20	8.05							9.27	f 8.41	f 11.02	3.01	98.0		BRETONA 5.2
38 WP	8.32							9.34	s 8.51	s 11.12	3.09	103.2	D	DUNNIGAN 3.2
43	8.49							9.38	f 8.57	f 11.19	3.15	106.4		HERSHEY 1.9
237 YP	9.00							9.41	f 9.01	f 11.23	3.18	108.3		HARRINGTON 5.2
49	9.30							9.48	s 9.10	s 11.35	3.26	113.5	D	ARBUCKLE 4.1
35 W	9.45							9.57	f 9.17	f 11.43	3.33	117.6		GENEVRA 0.9
15	9.50							9.59	f 9.19	f 11.45	3.35	118.5		MACY 5.7
57	10.20							10.08	s 9.28	s 11.55AM ¶ 12.25PM	3.44	124.2	D	WILLIAMS 4.9
49	10.45							10.14	f 9.37	f 12.35	3.52	129.1		CORTENA 3.9
50 W	11.15							10.20	s 9.44	s 12.48	3.59	133.0	D	MAXWELL 5.3
47	11.50AM							10.27	f 9.53	s 12.58	4.10	138.3		DELAVAN 3.8
40	12.30PM							10.32	f 9.58	s 1.06	4.17	142.1		NORMAN 2.2
36	1.12							10.36	f 10.03	f 1.12	4.22	144.3		LOGANDALE 5.6
64 WFY	1.40PM		1.00AM			8.05AM		10.44	s 10.15	s 1.28	4.33	149.9	DNR	WILLOWS 3.3
14			1.17			f 8.13		10.49	f 10.20	f 1.40	4.39	153.2		LYMAN 3.6
48			1.25			s 8.22		10.54	f 10.26	s 1.48	4.48	156.8	D	GERMANTOWN 3.9
62			1.40			f 8.31		10.59	f 10.33	f 1.56	4.56	160.7		GRAPIT 1.3
36			1.45			f 8.35		11.02	f 10.36	f 1.59	4.59	162.0		GREENWOOD 3.4
45 PW			2.00		2.15PM	s 8.43		11.07	s 10.42	s 2.05	5.07	165.4	Automatic Block DR	ORLAND 1.6
42 PY			2.05		s 2.18PM	f 8.46		11.09	f 10.45	f 2.08	5.10	167.0		WYO 2.0
16			2.15			f 8.50		11.12	f 10.49	f 2.12	5.14	169.0		MALTON 4.4
30			2.35			f 8.57		11.18	f 10.57	s 2.20	5.20	173.4		KIRKWOOD 5.1
51			3.00			s 9.07		11.25	s 11.10	s 2.30	5.30	178.5	D	CORNING 3.1
49			3.15			f 9.16		11.30	f 11.16	s 2.37	5.36	181.6		RICHFIELD 4.7
120 WYP			3.35AM			s 9.25AM		11.40PM	s 11.25PM	s 2.45PM	5.45AM	186.3	DR	TEHAMA
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(7.40) 10.36	(0.20) 27.90	(2.35) 14.56	(0.20) 27.90	(0.03) 32.00	(1.20) 27.30	(0.20) 27.20	(2.45) 40.26	(3.30) 31.63	(4.30) 27.67	(3.25) 32.40			....................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 12 Willows to receive passengers for Dunsmuir and points beyond.
No. 54 Woodland, Arbuckle, Williams, Willows, Orland and Corning to receive passengers for Portland and points beyond.
No. 44 Coyle,

Time at Tehama applies at Junction Switch.

TOWARD SAN FRANCISCO

Time Table No. 107 December 16, 1917	STATIONS	Distance from Tehama	FIRST CLASS 53 Oregon ian	 29 Davis Sacramento Passenger	 15 California Express	 11 Shasta Limited	 43 Sacramento San Francisco Passenger	SECOND CLASS 541 Sacramento MOTOR	 545 Orland MOTOR	 549 Willows and Fruto MOTOR	 539 Sacramento MOTOR	THIRD CLASS 225 Way Freight	FOURTH CLASS 223 Way Freight	 233 Knights Landing Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO 13.2	123.9	9.05AM	9.05AM Use We	3.05PM stern Division	5.15PM Time Table	8.15PM Davis to Sac ramento	9.15AM			6.40PM	1.20PM		2.00PM
DNR	**DAVIS** 5.1	110.7	s 7.35AM	s 8.30AM	s 2.35PM	s 3.40PM	s 7.20PM	s 8.42AM			s 6.12PM	12.25PM		1.00PM
	MERRITT 2.5	105.6	7.23	f 8.20	2.25	3.30	f 7.08	f 8.31			f 6.02	12.15		12.42
	MULLEN 1.7	103.1	7.15	f 8.14	2.21	3.26	f 7.00	f 8.25			f 5.57	12.05PM		12.35
DNR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	7.10	s 8.10	s 2.15	s 3.22	s 6.55	8.20AM			5.52PM	11.55AM		12.30PM
	ELVATON 0.7	97.1		f			f							
D	YOLO 2.2	96.4	7.00	s 8.00	2.06	3.10	s 6.45					10.45		
	DUFOUR 1.6	94.2		f			f							
	RONDA 2.1	92.6		f			f							
D	ZAMORA 2.2	90.5	6.48	s 7.47	1.56	3.01	s 6.33					9.57		
	BRETONA 5.2	88.3	6.44	f 7.40	1.52	2.58	f 6.28					9.45		
D	DUNNIGAN 3.2	83.1	6.34	s 7.30	1.43	2.50	s 6.17					9.20		
	HERSHEY 1.9	79.9	6.27	f 7.22	1.37	2.45	f 6.10					9.08		
	HARRINGTON 5.2	78.0	6.23	f 7.19	1.33	2.42	f 6.06					9.00		
D	ARBUCKLE 4.1	72.8	6.13	s 7.08	s 1.24	2.35	s 5.55					8.40		
	GENEVRA 0.9	68.7	6.04	f 7.00	1.16	2.29	f 5.42					8.25		
	MACY 5.7	67.8	6.02	f 6.58	1.14	2.27	f 5.40					8.20		
D	WILLIAMS 4.9	62.1	5.50	s 6.47	s 1.03	2.20	s 5.30					8.00		
	CORTENA 3.9	57.2	5.40	f 6.38	12.53	2.14	f 5.22					7.40		
D	MAXWELL 5.3	53.3	5.32	s 6.31	f 12.48	2.09	s 5.15					7.20		
	DELAVAN 3.8	48.0	5.23	f 6.20	12.37	2.03	f 5.06					6.50		
	NORMAN 2.2	44.2	5.15	f 6.11	f 12.30	1.58	f 4.59					6.11		
	LOGANDALE 5.6	42.0	5.09	f 6.03	12.26	1.55	f 4.55					5.50		
DNR	**WILLOWS** 3.3	36.4	5.00	s 5.50	s 12.15	1.47	s 4.45			s 4.00PM		5.30AM	9.30AM	
	LYMAN 3.6	33.1	4.54	f 5.40	12.07	1.40	f 4.38			f 3.50			9.15	
D	GERMANTOWN 3.9	29.5	4.48	s 5.32	12.01PM	1.35	s 4.32			s 3.41			8.59	
	GRAPIT 1.3	25.6	4.39	f 5.24	11.53AM	1.29	f 4.26			f 3.33			8.45	
	GREENWOOD 3.4	24.3	4.36	f 5.21	11.50	1.26	f 4.23			f 3.30			8.35	
Automatic Block DR	ORLAND 1.6	20.9	4.30	s 5.13	s 11.44	1.21	s 4.17		s 12.30PM	s 3.22			8.18	
	WYO 2.0	19.3	4.27	f 5.10	11.39	1.18	f 4.14		f 12.23	3.15PM			7.58	
	MALTON 4.4	17.3	4.24	f 5.02	11.35	1.15	f 4.11		f 12.17				7.50	
	KIRKWOOD 5.1	12.9	4.16	f 4.54	11.26	1.09	f 4.03		f 12.09PM				7.35	
D	CORNING 3.1	7.8	4.08	s 4.44	s 11.16	1.02	s 3.54		s 11.59AM				7.15	
	RICHFIELD 4.7	4.7	4.03	f 4.39	11.09	12.57	f 3.48		f 11.53				7.00	
DR	**TEHAMA**	0.0	3.55AM	4.30AM	11.00AM	12.50PM	3.40PM		11.45AM				6.45AM	
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Time over District			(3.40)	(4.00)	(3.35)	(2.50)	(3.40)	(0.22)	(0.45)	(0.45)	(0.20)	(6.55)	(2.45)	(0.30)
Average speed per hour			30.19	27.68	30.89	39.08	30.19	25.66	27.87	22.80	27.90	10.72	13.23	18.62

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL. No. 43—Coyle.
No. 15—Any Station to discharge passengers from Ashland and points beyond.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		SECOND CLASS			Distance from San Francisco		Time Table No. 107 December 16, 1917	Distance from Oroville	SECOND CLASS			FOURTH CLASS	
		234 Oroville Way Freight	232 Knights Landing Way Freight	542 Oroville MOTOR	538 Oroville MOTOR	536 Oroville MOTOR					541 Davis and Sacramento MOTOR	537 Marysville MOTOR	539 Davis and Sacramento MOTOR	233 Knights Landing Way Freight	235 Oroville Way Freight
		Lv. Tuesday, Thursday and Saturday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday and Saturday only
68	TPW		5.00AM	7.15PM		8.10AM	84.9	DNR	**WOODLAND** 2.3	63.0	s 8.05AM		s 5.52PM	12.05PM	
16				f		f	87.2		GARIC 0.5	60.7	f		f		
23				f 7.25		f 8.17	87.7		PEART 1.7	60.2	f 7.59		f 5.44		
29	Spur			f		f	89.4		LAUGENOUR 0.7	58.5	f		f		
19				f 7.30		f 8.22	90.1		CURTIS 2.3	57.8	f 7.54		f 5.38		
4	Spur			f		f	92.4		CORANCO 1.6	55.5	f		f		
25	Spur		6.00	s 7.40		s 8.30	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.47		s 5.30	11.30AM	
2	Spur			f		f	97.4		BYPASS 7.8	50.5	f		f		
65				f 8.05		f 8.55	105.2		CHANDLER 2.3	42.7	f 7.22		f 5.08		
29				f 8.10		f 9.01	107.5		MARCUSE 2.0	40.4	f 7.17		f 5.02		
4	Spur			f		f	109.5		WILSON 1.9	38.4	f		f		
19	W		7.09	s 8.19		s 9.09	111.4		TUDOR 1.0	36.5	s 7.09		s 4.54		
8				f 8.22		f 9.11	112.4		ABBOTT 3.4	35.5	f 7.07		f 4.52		
31				f 8.29		f 9.18	115.8		OSWALD 1.9	32.1	f 7.00		f 4.45		
32				f 8.35		f 9.21	117.7		BOGUE 2.7	30.2	f 6.56		f 4.41		
19	I		8.15	s 8.41		s 9.26	120.4	D	YUBA CITY N. E. Ry. Crossing 1.4	27.5	s 6.50		s 4.35	9.55	
Yard				s 8.46		s 9.30	121.8		N. E. Ry. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.45		s 4.30		
Yard	WOP	9.00AM	8.30AM	8.50 s 9.50	1.30PM	s 9.35	122.4	DNR	**MARYSVILLE** 1.0	25.5	s 6.40	s 1.10PM	s 4.25 4.15	9.35AM	12.50PM
Yard	IFYP			9.55	1.35	9.38	123.4 122.7		**BINNEY JUNCTION** 3.8	24.6 25.2	6.32	1.05	4.10		
3	Spur			f	f	f	126.5		MELLO 4.2	21.4	f	f	f		
19				f 10.08	f 1.47	f 9.51	130.6		RAMIREZ 1.1	17.2	f 6.20	f 12.54	f 3.52		
8	Spur			f	f	f	131.7		MISSION 3.3		f	f	f		
15	P	9.59		s 10.16	s 1.55	s 9.59	135.0		HONCUT 6.6	12.9	s 6.13	s 12.46	s 3.45		
14				f 10.27	f 2.08	f 10.10	141.6		HEARST 0.9	6.3	f 6.02	f 12.34	f 3.33		
35	P			s 10.29	s 2.10	s 10.12	142.5		PALERMO 2.5	5.4	s 6.00	s 12.32	s 3.31		
27				f 10.34	f 2.17	f 10.18	145.0		VILLA VERONA 2.9	2.9	f 5.55	f 12.27	f 3.26		
Yard	WTP	10.50AM		s 10.40PM	s 2.25PM	s 10.25AM	147.9	DR	**OROVILLE**	0.0	5.50AM	12.20PM	3.20PM		11.30AM
		Ar. Tuesday, Thursday and Saturday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday and Saturday only
		(1.50)	(3.30)	(3.25)	(0.55)	(2.15)			Time over District		(2.15)	(0.50)	(2.32)	(2.30)	(1.20)
		13.91	10.72	26.07	27.82	28.00			Average speed per hour		28.00	30.60	26.62	15.00	19.22

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles.

Marysville Yard—See trains on pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL { Nos. 541, 542, 536 and 539, G Street, Marysville.
Saccarus, Vernon, Coulter, Lee, Coxlane and Baggett.
Nos. 537 and 538, Coxlane and Baggett.

Eastward. **FROM SAN FRANCISCO.** **TOWARD SAN FRANCISCO.** **Westward.**

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS 264 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 530 Fair Oaks and Folsom MOTOR Leave Daily	SECOND CLASS 520 Fair Oaks and Placerville MOTOR Leave Daily	FIRST CLASS 62 Fair Oaks and Placerville Passenger Leave Daily	Distance from San Francisco		Time Table No. 107 December 16, 1917 STATIONS	Distance from Placerville	FIRST CLASS 521 Fair Oaks and Sacramento MOTOR Arrive Daily	FIRST CLASS 61 Fair Oaks and Sacramento Passenger Arrive Daily	FIRST CLASS 531 Fair Oaks and Sacramento MOTOR Arrive Daily	THIRD CLASS 265 Way Freight Arrive Daily Ex. Sunday
WFTYOP	6.30AM	5.30PM	8.10AM	2.55PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 7.55AM	s 10.05AM	s 5.05PM	1.50PM
					89.3		**Sacramento-Woodland Ry. Crossing** 0.3	59.4				
			8.15		89.6		JCT. SWITCH, R STREET 0.1	59.1	7.50			
					89.7		**Northern Electric Crossing** **Western Pacific Crossing** 0.5	59.0				
					90.2		**Central California Traction Crossing** 0.6	58.5				
I					90.8		**Western Pacific Crossing** 1.2	57.9				
	Via Elvas	Via Elvas		Via Elvas						Via Elvas	Via Elvas	Via Elvas
I					92.0		**Northern Electric Crossing** 0.3	56.7				
Yard			f 8.22		92.3		HOMESTEAD 2.4	56.4	7.38			
Yard WP	6.50	s 5.50	s 8.30	s 3.10	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 7.34	s 9.50	s 4.50	1.25
7 Spur		f	f	f	95.5		RAMONA 0.4	53.2	f	f	f	
29	6.55	f 5.53	f 8.33	s 3.13	95.9		PERKINS 1.6	52.8	f 7.30	s 9.46	f 4.46	1.15
9		f	f	f	97.5		MANLOVE 1.4	51.2	f	f	f	
81	7.05	f 5.58	f 8.41	s 3.18	98.9		MAYHEW 1.8	49.8	f 7.25	s 9.40	f 4.40	12.50
8		f	f	f	100.7		ROUTIER 0.9	48.0	f	f	f	
22	7.20	f 6.04	f 8.47	f 3.23	101.6		MILLS 1.8	47.1	f 7.20	f 9.35	f 4.35	12.35
35	7.30	f 6.07	f 8.51	f 3.26	103.4		CORDOVA 1.0	45.3	f 7.17	f 9.32	f 4.31	12.20
35	7.35 8.30	s 6.09 6.21	s 8.55 **9.17**	s 3.29 3.41	104.4	R	**CITRUS** 3.0	44.3	7.15 s 7.03	s 9.30 **9.17**	4.28 s 4.15	12.10PM 11.05AM
18	8.45	f 6.26	f 9.24	f 3.48	107.4		NIMBUS 0.9	41.3	f 6.57	f 9.10	f 4.08	10.50
31		f	f	f	108.3		ALDER CREEK 1.8	40.4	f	f	f	
25	9.04	f 6.31	f 9.30	f 3.53	110.1		NATOMA 1.0	38.6	f 6.52	f **9.04**	f 4.03	10.37
25 WY	9.20 10.30	s 6.35PM	s **9.35**	s **4.00**	111.1	DR	**FOLSOM** 6.9	37.6	6.50AM	s 9.00	s **4.00**	**10.30**
9	11.00		f **9.55**	f 4.17	118.0		WHITE ROCK 5.1	30.7		f 8.47	f 3.42	**9.55**
9 Spur	11.25		f 10.07	f 4.29	123.1		COTHRIN 3.0	25.6		f 8.35	f 3.30	9.00
15	11.40		s 10.16	s 4.37	126.1	D	LATROBE 1.5	22.6		s **8.28**	s 3.23	**8.28**
4 Spur			f	f	127.6		FLONELLIS 0.5	21.1		f	f	
9 Spur	11.50		f 10.21	f 4.43	128.1		BRELA 1.7	20.6		f 8.22	f 3.17	8.05
6 Spur	11.59AM		f 10.26	f 4.47	129.8		BRANDON 1.6	18.9		f 8.18	f 3.13	8.00
6	12.05PM		f 10.30	f 4.51	131.4		DUGAN 0.3	17.3		f 8.14	f 3.09	7.55
4 Spur			f	f	131.7		BULLARD 1.8	17.0		f	f	
2 Spur			f	f	133.5		LIMESTONE 0.5	15.2		f	f	
2 Spur	12.15		f 10.36	f 4.58	134.0		BENNETT 2.9	14.7		f 8.07	f 3.02	7.47
27	12.35		s 10.44	s 5.08	136.9		SHINGLE SPRINGS 3.5	11.8		s 8.00	s 2.55	7.38
6 Spur	12.50		f 10.52	f 5.17	140.4		CUMMINGS 2.3	8.3		f 7.52	f 2.47	7.25
32	1.00		s 10.59	s 5.23	142.7		EL DORADO 2.3	6.0		s 7.46	s 2.41	7.15
23	1.15		s 11.05	s 5.30	145.0	D	**DIAMOND SPRINGS** 3.7	3.7		s 7.40	s 2.35	7.05
Yard WT	1.30PM		s 11.15AM	s 5.40PM	148.7	DR	**PLACERVILLE**	0.0		7.30AM	2.25PM	6.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(59.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.00)	(1.05)	(3.05)	(2.45)			Time over District		(1.05)	(2.35)	(2.40)	(7.05)
	12.19	25.24	22.05	21.78			Average speed per hour		25.24	25.36	24.45	9.98

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 12.

For trains of the Sacramento-Walnut Grove line, **Sacramento and Junction Switch R Street, see page 12.**

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL.

All trains Soudan, Malby, Harvey, Bradshaw, Salsbury, Alden and Carpenter.

Nos. 520 and 521 Third, Tenth, Twenty-first and Twenty-eight Streets, Sacramento and East Lawn.

Nos. 521 and 530 Boyd.

Eastward. **FROM SAN FRANCISCO** — **TOWARD SAN FRANCISCO.** Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		FIRST CLASS								Time Table No. 107		SECOND CLASS						FOURTH CLASS	
	272	270	514	512	64	66	504	502	Distance from San Francisco		December 16, 1917	Distance from Fair Oaks	501	503	67	65	511	513	271	273
	Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR					Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR	Way Freight	Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35 P	11.05AM	7.40AM	6.09PM	4.15PM	3.29PM	9.17AM	8.55AM	7.03AM	104.4	R	**CITRUS**	1.9	s 7.15AM	s 9.10AM	s 9.30AM	s 3.41PM	s 4.28PM	s 6.21PM	8.30AM	12.05PM
											1.0									
10 Spur			f	f	f	f	f	f	105.4		HOLLY	0.9	f	f	f	f	f	f		
											0.9									
15 PT	11.10AM	7.45AM	s 6.14PM	s 4.20PM	s 3.34PM	s 9.22AM	s 9.00AM	s 7.08AM	106.3	DR	**FAIR OAKS**	0.0	7.10AM	9.05AM	9.25AM	3.36PM	4.23PM	6.16PM	8.20AM	11.55AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			........Time over District........ ....Average speed per hour........		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40	(0.10) 11.40

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	FIRST CLASS			Time Table No. 107		SECOND CLASS	FOURTH CLASS
	266	552	Distance from San Francisco		December 16, 1917	Distance from Fruto	551	267
	Way Freight	Fruto MOTOR					Willows MOTOR	Way Freight
	Leave Monday and Thursday only	Leave Daily			STATIONS		Arrive Daily	Arrive Monday and Thursday only
64 WFY	4.30AM	4.05PM	149.9	DNR	**WILLOWS**	17.0	s 6.05PM	7.25AM
					2.4			
7 Spur		f 4.13	152.3		LOSA	14.6	f 5.55	
					3.5			
20		f 4.24	155.8		KURAND	11.1	f 5.45	
					3.8			
10		f 4.36	159.6		MILLSHOLM	7.3	f 5.30	
					4.0			
9		f 4.48	163.6		ATHENA	3.3	f 5.16	
					3.3			
19 T	5.45AM	s 5.00PM	166.9	R	**FRUTO**	0.0	5.05PM	6.10AM
	Arrive Monday and Thursday only	Arrive Daily			(17.0)		Leave Daily	Leave Monday and Thursday only
	(1.15) 13.60	(0.55) 18.55			........Time over District........ ....Average speed per hour........		(1.00) 17.00	(1.15) 13.60

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	FIRST CLASS			Time Table No. 107		SECOND CLASS	FOURTH CLASS
	268	550	Distance from San Francisco		December 16, 1917	Distance from Hamilton	549	269
	Way Freight	Hamilton MOTOR					Willows and Fruto MOTOR	Way Freight
	Leave Tuesday and Friday only	Leave Daily			STATIONS		Arrive Daily	Arrive Tuesday and Friday only
42 PY	5.35AM	2.18PM	167.0		**WYO**	10.4	s 3.15PM	7.15AM
					10.4			
30 W	6.15AM	s 2.45PM	177.4	DR	**HAMILTON**	0.0	2.50PM	6.35AM
	Arrive Tuesday and Friday only	Arrive Daily			(10.4)		Leave Daily	Leave Tuesday and Friday only
	(0.40) 15.60	(0.27) 23.11			........Time over District........ ....Average speed per hour........		(0.25) 24.96	(0.40) 15.60

Eastward. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	FIRST CLASS				Time Table No. 107		SECOND CLASS		FOURTH CLASS
	238	534	532	Distance from San Francisco		December 16, 1917	Distance from Walnut Grove	533	535	239
	Way Freight	Walnut Grove MOTOR	Walnut Grove MOTOR					Sacramento MOTOR	Sacramento MOTOR	Way Freight
	Leave Tues. and Friday Only	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard W.F.T.Y.O.P.	4.30PM	4.15PM	7.30AM	88.8	DNR	**SACRAMENTO**	24.6	s 10.00AM	s 6.45PM	9.30PM
						0.5				
				89.3		Sacramento, Woodland Railway Crossing	24.1			
						0.3				
Yard P	4.40	4.20	7.35	89.6		JCT. SWITCH R STREET	23.8	9.53	6.35	9.10
						2.2				
Yard	4.45	f 4.25	f 7.40	91.8		BATHS	21.6	f 9.48	f 6.30	9.05
						2.4				
60	4.50	f 4.30	f 7.45	94.2		DEL RIO	19.2	f 9.43	f 6.25	9.00
						3.3				
60	5.00	s 4.37	s 7.52	97.5		FREEPORT	15.9	s 9.33	s 6.16	8.50
						7.8				
66 P	5.57	s 4.55	s 8.10	105.3		HOOD	9.5	s 9.13	s 5.57	8.30
						4.0				
55	6.30	f 5.10	f 8.25	107.9		GLANN	5.5	f 9.01	f 5.46	7.50
						3.3				
No Siding	6.40	f 5.15	f 8.30	111.2		MOFUBA	2.2	f 8.55	f 5.40	7.40
						2.2				
61 PWY	6.50PM	s 5.20PM	s 8.35AM	113.4	DR	**WALNUT GROVE**	0.0	8.45AM	5.30PM	7.30PM
	Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily			(24.6)		Leave Daily	Leave Daily	Leave Tues and Friday Only
	(2.20) 10.54	(1.05) 22.70	(1.05) 22.70			........Time over District........ ....Average speed per hour........		(1.15) 19.68	(1.15) 19.68	(2.00) 12.30

For Sacramento-Placerville trains via R Street, see page 11.

Time at Walnut Grove applies at Station building.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue first class trains.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL.
All schedule trains at Front and M Streets, Pocket, Content, Cronin, Mosher, Acacia, Rosebud and Walnut Grove Wharf.
Nos. 550 and 549, Cory and Moda

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 107 December 16, 1917		Distance from Brighton	23	13	19	1	210	47	256	33	254	61	288	9	122	82	265	286	21	5	32	531	49	209	221	124	38
				Tonopah Express	San Francisco Express	Pacific Limited	Overland Limited	The Newsboy	El Dorado	Sacramento Passenger	Sunset Manifest	Ogden Manifest	Sacramento Passenger	Stockton Freight	Fast Mail	Sacramento Passenger	Sacramento Passenger	Way Freight	Way Freight	The Statesman	San Francisco Limited	Sacramento Express	Sacramento **MOTOR**	Sacramento Passenger	Mountain Express	Portland Fast Freight	Sacramento Passenger	Stockton Sacramento Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thursday Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	6.0	4.10AM	4.30AM	5.50AM	6.40AM	6.42AM	8.05AM		9.15AM		10.05AM		11.00AM	11.30AM	12.45PM			3.00PM	3.40PM	4.20PM	5.05PM	6.00PM	6.10PM		7.40PM	9.25PM
	12TH STREET 2.0		5.0															1.50PM	2.30PM							7.00PM		
	ELVAS 3.0		3.0	4.00AM	4.20AM	5.40AM	6.30AM	6.32	7.55AM	9.00AM	9.05AM	9.30AM	9.55	10.05AM	10.50AM	11.20	12.35	1.35	2.20	2.50PM	3.30PM	4.10	4.55	5.50PM	6.00PM	6.45PM	7.30	9.15
	DNR **BRIGHTON**		0.0					6.25AM		8.40AM		9.15AM	9.50AM	9.55AM		11.15AM	12.30PM	1.25PM	2.10PM			4.05PM	4.50PM				7.25PM	9.10PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 107 December 16, 1917		Distance from San Francisco	257	264	222	50	285	210	253	181	22	24	31	20	37	62	14	10	121	34	530	2	223	48	6	16
				Sunset Manifest	Way Freight	Portland Fast Freight	Sacramento Red Bluff Passenger	Way Freight	The Newsboy	Ogden Manifest	Stockton San Francisco Passenger	Dunsmuir Passenger	Tonopah Express	Stockton Express	Pacific Limited	Stockton Passenger	Placerville Passenger	Portland Express	San Francisco Limited	Stockton Passenger	Colfax Passenger	Fair Oaks and Folsom **MOTOR**	Overland Limited	Tracy Freight	El Dorado	Atlantic Express	Oregon Express
	STATIONS			Leave Daily	LvMonday Wednesday Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	88.8				7.00AM		7.30AM		9.40AM	10.45AM	11.15AM	11.45AM	1.45PM	2.10PM	2.55PM	3.00PM	4.25PM	4.50PM	4.55PM	5.30PM	7.15PM		8.20PM	10.25PM	11.00PM
	12TH STREET 2.0		89.8		6.30AM	6.40AM		7.10AM																8.00PM			
	ELVAS 3.0		91.8	1.00AM	6.40	6.55AM	7.10AM	7.20	7.40AM	8.35AM	9.50	10.55AM	11.25AM	11.55AM	1.55PM	2.20	3.05	3.10PM	4.35PM	5.00	5.05PM	5.40	7.25PM	8.10	8.30PM	10.35PM	11.10PM
	DNR **BRIGHTON**		94.8	1.25AM	6.50AM			7.35AM		8.45AM	9.55AM			12.01PM		2.25PM	3.10PM			5.05PM		5.50PM		8.15PM			
	(6.0)			Arrive Daily	Ar. Monday Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 11 and 12.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS 602 Passenger	 600 Mixed	Distance from San Francisco		Time Table No. 107 December 16, 1917	Distance from Stirling City	SECOND CLASS 601 Mixed	 603 Passenger
	Leave Sunday Only	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday	Arrive Sunday Only
Yard FYOW	7.00AM	7.00AM	184.2	DN	**CHICO** 2.4	31.2	s 2.40PM	s 6.30PM
No Siding	f	f	186.6		**N. E. Crossing** 1.7	28.8	f	f
No Siding	f	f	188.3		**BUTTE CREEK** 4.3	27.1	f	f
18	f	f	192.6		**CROUCH** 4.0	22.8	s	f
No Siding	f	f	196.6		**OAKDALE FARMS** 1.6	18.8	f	f
21 W	s 7.47	s 8.05	198.2		**PARADISE** 1.4	17.2	s 1.27	s 5.45
2 Spur	f	f	199.6		**OSTRANDER** 0.6	15.8	f	f
2 Spur	f	f	200.2		**WAGGSTAFF** 2.0	15.2	f	f
3 Spur	f	f	202.2		**OPTIMO** 1.0	13.2	f	f
12	s 8.05	s 8.40	203.2		**MAGALIA** 0.7	12.2	s 12.53	s 5.20
7 Spur	f	f	203.9		**MARTIN** 2.3	11.5	f	f
3	s 8.15	s 9.00	206.2		**APPLETON** 0.9	9.2	s 12.35	s 5.05
7 Spur	f	f	207.1		**LUCE** 2.9	8.3	f	f
10 (Spur) W	s 8.32	s 9.18	210.0		**DOON** 5.4	5.4	s 12.15PM	s 4.43
Yard Y	s 8.55AM	s 9.45AM	215.4	DR	**STIRLING CITY**	0.0	11.45AM	4.20PM
	Arrive Sunday Only	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday	Leave Sunday Only
	(1.55)	(2.45)			Time over District		(2.55)	(2.10)
	16.27	11.34			Average speed per hour		10.69	14.40

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL: Barber (Chico yard).

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Telegraph Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.

Colfax.
Blue Canon.
Truckee.
Sparks.
Gerber.
Willows.
Placerville.
Oroville.
Marysville.
Chico.

WATCH INSPECTORS.

H. T. Harger Co., Sacramento.
H. T. Harger Co., Roseville.
B S. Withan, Colfax.
E. C. King, Truckee.
C. C. Gammon, Sparks.
O. W. Halstead, Oroville.
P. Engle, Marysville.
W. Dupen, Chico.
Mrs. J. H. Holser, Willows.
F. A. Barrs, Placerville.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office and Twelfth Street.
Roseville, Yard Office.
Colfax.
Blue Canon.
Truckee.
Sparks.
Chico.
Gerber.
Marysville.
Willows.
And Roundhouses.

REGISTERING.

No. 12 will register by ticket at Woodland, Willows and Orland.

No. 11 will register by ticket at Orland and Willows.

Trains originating and terminating 12th Street at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

First class trains of the Roseville-Gerber line register at Roseville Passenger Station.

Trains originating and terminating at Chico will register at that station.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by registering ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

All trains will obtain Clearance Card (Form 2643) at Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

Freight trains and light engines, originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their clearance and orders at Telegraph Office, Sacramento.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

CHICO.—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch.

MARYSVILLE.—Extend to 1,000 feet west of Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1.7 miles east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

GERBER.—(Shasta Div.) Extends 1,000 feet west of west switch Willows line and 1,000 feet west of west switch Chico line at Tehama.

ROSEVILLE.—Extend to a point 1,000 feet west of west switch Antelope to a point 2,385 feet north of Andora switch on Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

SPARKS.—Extend to a point one and one-half miles west of Reno.

Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

Between Loomis and Lawton.

Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Places on the Division.

Trains must not exceed 30 miles per hour on ten degree curves.

Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

All trains reduce speed to 15 miles per hour over bridges, First and Fourth Crossing, Truckee River on No 2 track, and over Long Ravine bridge east of Colfax on No. 1 track and 20 miles per hour on No. 2 track.

Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge, and over Lincoln Street Crossing Roseville.

Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

Trains must not exceed speed as shown on slow boards between Biggs and mile post 175.

Passenger or mixed trains will not exceed 18 miles per hour; and other trains 15 miles per hour between Mile Post 6 and Stirling City; except that between Doon and Mile Post 22, all westward trains must not exceed 12 miles per hour.

On portions of the division not covered by special instructions, freight trains must not exceed a speed of 35 miles per hour.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	30	15	
Woodland and Marysville	30	20	
Marysville and Oroville	35	25	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	30	20	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Rocklin, Sacramento, Willows, 15 miles per hour.

TRAIN AND AIR INSPECTION.

PASSENGER TRAINS.—Rear end brake and air signal test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

FREIGHT TRAINS.—Rear end brake test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

ALL TRAINS.—Test to be made as follows: Engineers make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

Trainmen will then make a service reduction of brake pipe pressure, from the last car, of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

All available retainers on passenger and freight trains will be used as follows:

Eastward trains, Summit to Truckee.

Westward trains,
Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to Butte Creek.

No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars. Employees using siding must look for derails, and know that they are in proper position before and after using them.

SPECIAL INSTRUCTIONS--Continued.

TRAIN AND AIR INSPECTION—Continued.

Freight trains on descending grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Andover.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Towle.
Colfax.
Flint.
Latrobe.

All eastward and westward freight trains will make running test of the air brakes before pitching over grade at Summit. To avoid breaking train in two it must be brought to a stop after air brake test has been made. If engineer fails to make the stop, trainmen will do so by applying air from rear of train and report the occurrence by wire.

All freight trains descending grade between Summit and Truckee, will stop at Old Road Crossing, east end of Tunnel 6, and pull out slowly to permit inspection of wheels and running gear.

Westward trains except passenger trains stop 5 minutes at Doon, 10 minutes at Paradise and Crouch for inspection and cooling wheels. Passenger trains stop at Paradise 5 minutes to cool wheels.

Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

Conductors will report to Superintendent by wire any failure to properly control train by air brakes, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

Light engines on descending grades will stop at regular freight train inspection stations for inspection of engine and to permit heat of tires to equalize with wheel centers to avoid tires slipping.

AUTOMATIC SIGNALS.

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

On DOUBLE TRACK trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within limits yards.

On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined up for movement to Loomis on No. 4 track.

Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows:

When showing red disc or red light, "Take siding." When showing white disc or green light, proceed, if train orders, or schedule permit.

Disc signal located on bridge of overhead signals East End of Truckee yard govern westward trains.

Normal indication white disc or white light.

If disc shows blue or a blue light it indicates consult with operator on telephone before entering yard.

Brighton switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.

INTERLOCKING PLANTS.

In setting out or picking up cars or switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

Trains must not stop on draw-bridge at Sacramento.

SNOD GRASS SLOUGH.—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.

When signal indicates **STOP,** trains must not move over draw-bridge, until flagman has proceeded the train and ascertained that bridge is closed and track safe, between these two signals.

ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

Whistle signal governing different routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will sound one long, one short and one long (——— o ———) sounds of the whistle.

HOMESTEAD.—At crossing of "R" Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (——— o ———) sounds of whistle.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch.

BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific Ry. Whistle signals governing routes:

Main Track to or from Gerber—one long, one short: ——— o.
Main Track to or from Oroville Branch—two long, one short: ——— ——— o.
Siding to or from Gerber—one short, one long: o ———.
Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o
Siding to or from west leg of wye—three short, two long: o o o ——— ———
Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.
Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.
To Oil Spur—one short, two long: o ——— ———.

LIVE OAK TOWER.—Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

WOODLAND.—All derails on approaches to crossing of Sacramento-Woodland Electric Railway, and switches leading from main track to house track and siding and switch from siding to Knights Landing line, controlled by this tower. Top arm on high signal located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:

TEHAMA to or from siding—one long, one short: ——— o.
TEHAMA to or from house track—two long, one short: ——— ——— o.
KNIGHTS LANDING to or from siding—one long, one short, one long: ——— o ———.

Trains that are to hold main track will use whistle signal (14J).

Account of obscured view trains will approach this signal under control.

STAFF RULES.

The Train Staff system is in operation between Truckee and B. C. Junction. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

At staff stations between B. C. Junction and Champion, inclusive, the initial switch at each end of siding is connected with the staff disc signals, approaching it, so as to give stop indication when switch is not properly lined up.

At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations.

If the distant signal shows yellow disc and yellow light indicating "caution" and the home signal shows red disc and red light indicating "stop," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

If distant signal indicates caution, and the home signal shows white disc and green light indicating proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

If both signals show white disc or green lights indicating "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.

When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to East end of West siding at Summit, regardless of all trains except the one they are helping.

The regular train staff will govern train movement.

The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of clearance card and all orders designated thereon.

Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of staff indications.

MISCELLANEOUS.

Tracks between Sacramento and B. C. Junction numbered as follows :

No 1 Track, Westward main track via Auburn.

No. 2 Track, Eastward main track via Nevada Street, Auburn.

No 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210, 24 and 34.

On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

All trains between Elvas and Sacramento and between Elvas and Brighton, second class trains between Sacramento and Roseville, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.

Normal position with main track switch at Truckee will be set for No. 2 track.

Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control, expecting to find crossing occupied.

Southern Pacific yard engines will stop at Front and R streets crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets, Sacramento, are clear before using.

Trains will stop within two hundred (200) feet of Northern Electric crossing at Yuba City, Front and R streets Sacramento, and on Stirling City Branch and Knights Landing drawbridges before crossing.

Trains must not stop on drawbridge at Knight's Landing.

SPECIAL INSTRUCTIONS—Continued.

MISCELLANEOUS—Continued.

The tonnage of Freight train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 120 M's per operative brake. Between Stirling City and Butte Creek 80 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax westward trains will use siding number one (1) north of No. 1 track. Eastward trains will use siding number three (3) south of No. 2 track.

Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water. Engines must be cut from westward freight trains while taking oil and water at Truckee.

Between Sacramento and Gerber engines must be cut off of all freight trains of twenty cars or more before taking water.

Cars must not be handled ahead of engine at any point between Stirling City and Chico, on westward trip.

Two engines must not be coupled together on Stirling City Branch. In case helper engine is used, it must be cut back in train.

At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

Markers must be kept lighted between B. C. Junction and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

Enginemen must not dump carbide from gas generator within snowshed district.

When one torpedo is exploded train will come to a stop as per Rule 15, If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

Trains from Knights Landing branch at Woodland will use siding to station or comply with Rule 83 before entering main track. Switches this siding set to lead from Oroville branch. Trains from Oroville use siding Binney Junction to Marysville.

Long siding Harrington will be used as follows: West end west of cross-over as Eastward siding; east end east of cross-over, Westward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with Westward siding.

When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST.

Cisco, old fire train spur, shed post clears 8 inches. Tunnels 3 and 4, 8 to 10 inches clearance. Brackets for wire east end of tunnel 4 clears 6 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches. When staff is in staff crane will not clear plow. Will have to stop and get staff by hand.

All push cars in shed district must be placed between posts for proper clearance.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through this district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap	Tunnel 0	133.3	Clipper Gap	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap	Tunnel 27
172.5	Emigrant Gap	Tunnel 2	134.8	Applegate	Tunnel 28
180.7	Cisco	Tunnel 3	136.	Applegate	Tunnel 29
181.	Cisco	Tunnel 4	138.7	New England Mills	Tunnel 30
193.7	Summit	Tunnel 6	139.2	Lander	Tunnel 31
194.1	Summit	Tunnel 7	139.5	Lander	Tunnel 32
194.3	Summit	Tunnel 8	145.3	Colfax	Tunnel 33
194.9	Summit	Tunnel 9	145.7	Colfax	Tunnel 34
195.1	Summit	Tunnel 10			
195.4	Summit	Tunnel 11			
195.7	Summit	Tunnel 12	139.2	Shingle Springs	Shingle Springs Tunnel, Placerville Branch.
200.1	Eder	Tunnel 13			
114.2	Rocklin	Tunnel 15			
114.7	Rocklin	Tunnel 16			
117.3	Lincoln Ave., Penryn.	Tunnel 17			
120.5	Newcastle	Tunnel 18	208.6	East of Appleton	Tunnel Stirling Branch.
122.7	Newcastle	Tunnel 19			
123.2	Newcastle	Tunnel 20			
124.7	Auburn	Tunnel 21		SNOW SHEDS	
131.2	Bowman	Tunnel 22	165.1	B. C. Junction	Snow Sheds.
132.7	Clipper Gap	Tunnel 23	to		
132.9	Clipper Gap	Tunnel 24	206.2	Champion	
131.1	Clipper Gap	Tunnel 25			

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with instructions governing speed of trains.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	....
" (Dynamo)	....	105,000	....
Baggage and Mail	77,000-69 ft.	121,000-69ft. 90,000-60ft.	93,000-69 ft.
Baggage and Passenger	61,000	....	....
Buffet	....	130,000	122,000
" (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	86,000	98,000	....
Coaches	80,000	95,000	....
Dining	128,000	147,000	135,000
Horse Express	81,000	....	....
Observation	122,000	145,000	131,000
Postal	....	110,000-60ft. 77,000-40ft.	....
Pullman Parlor	115,000	146,000	....
" Observation	124,500	151,000	127,000
" Std. Sleepers	125,000	153,000	145,000
" Tourist Sleepers	94,000	....	133,000
Tea and Silk	48,000	....	....
W. F. Refr. Express 40 to 49	78,400	....	....
" " " " 50 " 89	79,100	....	....
" " " " 90 " 129	77,900	....	....
" " " " 130 " 154	75,500	....	....
" " " " 55 " 189	87,800	....	....
" " " " 500 " 505	108,500	....	....
N. P. Refr. Express	60,000	....	....
" " " "	....	....	74,000
G. N. " "	70,000	....	....

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. R. E. Allen, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. T. C. Alexander, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. M. R. Walker, District Surgeon	Reno	Between Floriston and Sparks.
Dr. W. H. Hood, Consulting Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. Frank S. Lowell, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. David Powell, Consulting Surgeon	Marysyille	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. E. E. Gray, District Surgeon	Marysville	
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. J. H. Belyea, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield
Dr. F. J. Bailey, District Surgeon	Gerber	Between Red Bluff and Gerber.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. W. F. Harlan, Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Cortena, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. J. R. Cornell " "	Stirling City	
Dr. W F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Sugeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to October, 1917.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388, 1391, 1394, 1398 and 1399	160	2305	....	....	....	....	2000	675	390	2285	1465
E—69 18/28 73	1459 to 1463	165	2620	....	....	....	....	2140	....	....	....	....
M—63 20/26 126	1615 to 1719	190	4310	....	....	....	....	3415	....	....	....	....
M—63 21/28 156	1720 to 1724, 1770 to 1779	200	5020	....	....	....	....	3930	....	....	....	....
M—63 21/28 144	1725 to 1769, 1780 to 1803	195	4890	....	....	....	....	3820	....	....	....	....
M—63 21/28 147	1805 to 1822	200	5020	....	....	....	....	3930	....	....	....	....
T—57 18/24 86	2134 to 2153	160	2790	....	....	....	....	2220	815	500	2555	1640
T—57 18/24 87	2176 to 2183	160										
T—63 20/26 112	2235 to 2273	180	3840	1030	555	1575	675	3080	1135	710	3505	2260
T—69 21/28 149	2283 to 2300	200	4620	....	....	....	....	3600	....	....	....	....
T—63 21/28 144	2301 to 2310	200	5020	1360	740	2020	865	3930	....	....	....	....
T—63 22/28 160	2311 to 2342 (Saturated)	200	5490	1490	815	2215	950	4315	....	....	....	....
T—63 22/28 165s	2311 to 2342 (As Superheated)	210	5720	1575	865	2330	1005	4470	....	....	....	....
C—51 22/26 152	2502	180	5245	....	....	....	....	4110	1580	1025	4505	2810
C—51 20/28 164	2503	180	4045	....	....	....	....	3155	1165	730	3515	2135
C—57 22/30 194s	2513 to 2599 and 2752 to 2844 (As Superheated)	210	6290	1750	975	2570	1130	4925	....	....	....	....
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1660	920	2420	1070	4675	....	....	....	....
C—57 22/30 184	2694 to 2751	200										
C—57 22/30 180	2624 to 2679	200										
C—57 22/30 178	2680 to 2693	200										
TW—54 22/26 147	2900 to 2913	180	5150	....	....	....	....	4105	1550	1010	4520	2765
TW—56 20/30 120	2925, 2928, 2930 and 2931	160	3840	....	....	....	....	3060	1140	740	3020	1990
TW—56 20/30 122	2927, 2929	160										
TW—50 20-29/26 120	2932, 2940 and 2943	180	3360	....	....	....	....	2625	980	640	2610	1570
TW—50 20-36/26 118	2950	170	3155	....	....	....	....	2560	945	610	2540	1525
TW—50 20/26 120	2933 to 2939, 2941, 2942, 2944	170	4080	....	....	....	....	3195	1240	830	3150	2075
MC—57 26-40/30 394	4000 to 4016	200	....	3815	2170	5460	2500	....	....	....	....	....
MC—57 26-40/30 398	4017 to 4028	200										
MC—57 26-40/30 401s	4029 to 4043	200										
MC—57 26-40/30 395s	4044 to 4048	200										
MM—63 25-38/23 320	4200 to 4211	200	....	3185	1795	4660	2070	....	....	....	....	....
MK—57 23¾/30 206s	3216 to 3235	200	6880	1885	1020	2790	1195	....	....	....	....	....
MK—63 26/28 210	3236 to 3249	200	7690	2110	1165	3110	1355	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

C. A. COLLINS..... Woodland to Oroville; Roseville to Gerber; Davis to Tehama; Fruto, Stirling City and Hamilton Branches ..... SACRAMENTO, CAL.

F. E. KEENAN.............Colfax to Sparks.............TRUCKEE, CAL.

F. J. BERRY Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. ROSEVILLE, CAL.

A. B. ALLEN..........Assistant Train Master........SACRAMENTO, CAL.

J. B. KNOTT..........Assistant Train Master
Colfax to Sparks.........BLUE CANON, CAL.

O. T. STACKPOOLE..........CHIEF TRAIN DISPATCHER
C. N. JONES...........ASST. CHIEF TRAIN DISPATCHER
D. A. NEELLEY.........ASST. CHIEF TRAIN DISPATCHER
L. GEIGER................DISPATCHER AND EXAMINER

TRAIN DISPATCHERS

F. E. JONES
G. H. BARNES
F. S. GREENE
F. E. SCOTT
L. FINGLAND
A. N. STROUD
G. G. PORTER
W. M. FLETCHER
C. A. MCDANIEL

SACRAMENTO, CAL.

MILEAGE.

MAIN LINES.

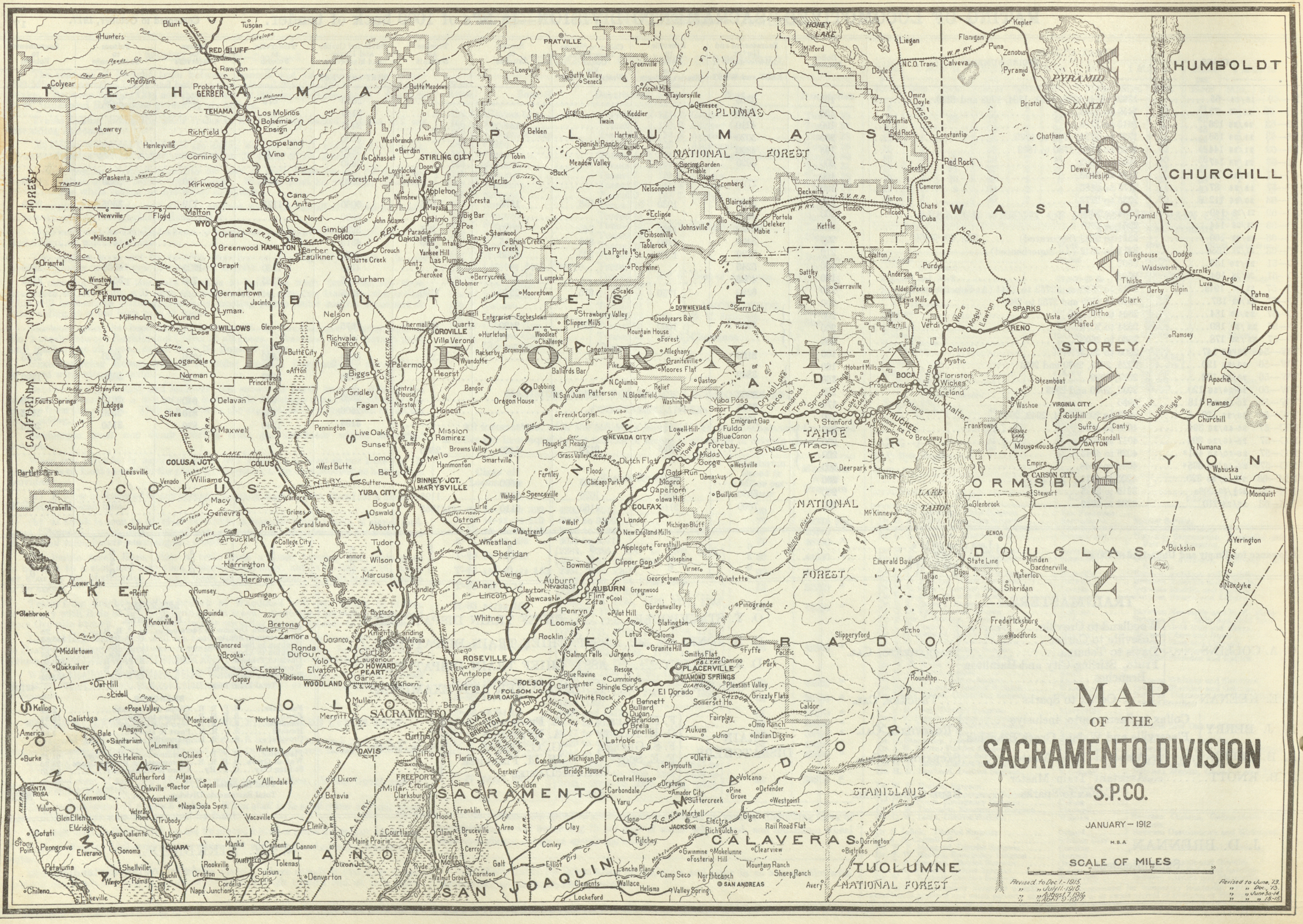
End Western Division to Sacramento	S. P. R. R	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R	110.40	
Woodland to Marysville	S. P. R. R	37.05	
Roseville to Gerber	C. P. Ry	107.02	
Total Main Line			421.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R.	Sacramento to Walnut Grove	24.30	
Stirling City	C. P. Ry	Chico to Stirling City	30.30	
Total Branches				173.19
Total Sacramento Division				594.31

J. D. BRENNAN,
Superintendent.

W. H. KIRKBRIDE,
Assistant Superintendent.


CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
PLUMAS NATIONAL FOREST
SIERRA
TAHOE NATIONAL FOREST
COLUSA
SUTTER
YUBA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
SACRAMENTO
SAN JOAQUIN
YOLO
LAKE
NAPA
SONOMA
SOLANO
STANISLAUS
TUOLUMNE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
HUMBOLDT
CHURCHILL
WASHOE
STOREY
LYON
ORMSBY
DOUGLAS
PYRAMID LAKE
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
SINGLE TRACK
SALT LAKE DIV.
SHASTA DIVISION
WESTERN DIVISION
RED BLUFF
GERBER
TEHAMA
CHICO
HAMILTON
WILLOWS
COLUSA JCT.
COLUSA
OROVILLE
STIRLING CITY
MARYSVILLE
BINNEY JCT.
YUBA CITY
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
AUBURN
COLFAX
NEVADA CITY
GRASS VALLEY
TRUCKEE
BOCA
RENO
SPARKS
VIRGINIA CITY
CARSON CITY
DAYTON
FOLSOM
FOLSOM JCT.
PLACERVILLE
DIAMOND SPRINGS
JACKSON
SAN ANDREAS
NAPA
FAIRFIELD
SANTA ROSA
FREEPORT
ELVAS
BRIGHTON
CITRUS
HOWARD
PEART
DOWNIEVILLE
QUINCY
PRATVILLE

MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

JANUARY — 1912

M.B.A

SCALE OF MILES

0 10 20 30

Revised to Dec. 1.-1915.
" " July 11.-1916.
" " August 7. 1916
" " April 9-1917

Revised to June, '13.
" " Dec., '13.
" " June 30.-14.
" " " 15.-15.